

Claims

- [c1] 1. A vehicle comprising:
- a gearshift unit having a gearshift lever housing and a gearshift lever moveable in relation to the gearshift lever housing, the gearshift lever being maneuverable within an active position range for active gearshift positions and a neutral position in which the gearshift lever is tiltable, between the active position range and a tilted position, in which latter position the gearshift lever is aligned in or below the seat plane of the driver's seat; and
- a logic unit configured to control activation of a parking brake forming part of the vehicle and to activate the vehicle parking brake, provided that both of the following conditions are fulfilled: (a) the logic unit receives a first signal indicating that the gearshift lever is in its tilted position and (b) the logic unit receives a second signal indicating that the vehicle is stationary.
- [c2] 2. The vehicle as recited in claim 1, wherein the gearshift lever is rotatable about a main pivot axis for accessing the active position range and the tilted position.
- [c3] 3. The vehicle as recited in claim 1, wherein the gearshift

unit is firmly fixed to a sprung part of the driver's seat.

[c4] 4. The vehicle as recited in claim 2, wherein the gearshift lever is constructed from a rod, which is provided with a pivot pin arranged at a distance from the main pivot axis, the pivot pin being designed, through manipulation of the rod, to run either in a first, active slot for active positions, or in a second, tilting slot for assuming a tilted position.

[c5] 5. The vehicle as recited in claim 4, wherein the active slot is connected to the tilting slot solely by way of an intermediate neutral position slot, the position of which corresponds to the neutral position of the gearshift lever.

[c6] 6. The vehicle as recited in claim 5, wherein the pivot pin, through spring-loading, is designed to be retained in the neutral position slot when the neutral position has been assumed either from the active slot or from the tilting slot.

[c7] 7. The vehicle as recited in claim 6, wherein the spring-loading is provided by two spring elements acting in opposition to one another.

[c8] 8. The vehicle as recited in claim 4, wherein the pivot pin is axially displaceable along an axis of symmetry of the

gearshift lever.

- [c9] 9. The vehicle as recited in claim 4, wherein the pivot pin, at least in one direction, projects essentially at right angles to the axis of symmetry of the gearshift lever.
- [c10] 10. The vehicle as recited in claim 4, wherein the active slot and the tilting slot run essentially along a radius around the main pivot point of the gearshift lever.
- [c11] 11. The vehicle as recited in claim 8, wherein the gearshift lever is provided with operating elements for axial displacement of the pivot pin along the axis of symmetry of the rod.
- [c12] 12. The vehicle as recited in claim 11, wherein the operating element comprises a first element for introducing the pivot pin into the active slot, so that the gearshift lever can be moved between the active gearshift positions, and a second element for introducing the pivot pin into the tilting slot, thereby allowing the gearshift lever to be tilted.
- [c13] 13. The vehicle as recited in claim 12, wherein the first element comprises a ramp sloping at an inclined angle towards [lacuna] the axis of symmetry, the ramp being rigidly connected to the pivot pin, and a button element, interacting with the ramp and arranged so that it is dis-

placeable essentially at right angles to the axis of symmetry, the ramp and hence the pivot pin being displaced along the axis of symmetry of the gearshift lever when a driver presses the button element against the ramp.

[c14] 14. The vehicle as recited in claim 12, further comprising:

a sensor is designed to detect radial positions of the pivot pin, and to prevent position signals being emitted when the pivot pin is in the tilting slot.

[c15] 15. The vehicle as recited in claim 12, further comprising:

a logic unit situated in the vehicle activates a vehicle parking brake forming part of the vehicle, provided that both of the following conditions are fulfilled: (a) that the logic unit receives a first signal indicating that the gearshift lever is in its tilted position; and (b) the logic unit receives a second signal indicating that the vehicle is stationary.